

IATA In-flight Broadcast Procedure (IFBP) in the AFI Region

This Safety Bulletin is based on the information contained in the IATA Revision 5.1 to the IFBP in the African (AFI) region which becomes effective 13 January 2011.

The IFBP in AFI

In many FIRs in the AFI Region, communications, both fixed and mobile, have either not been implemented or operate well below the required reliability. This has an impact on the proper provision of Air Traffic Services, especially the flight information service. Consequently, the AFI Regional Technical Conference has decided that the IATA In-Flight Broadcast Procedure (IFBP) should be used within designated FIRs in the Region as an interim measure until such time as communications facilities affecting the FIRs in question have been improved.

Area of Application

In the AFI Region the IFBP should be applied in the following FIRs and airspace:

Accra ⁵	Kinshasa
Addis Ababa ⁵	Luanda
Alger ¹	Lusaka
Asmara	Mogadishu
Brazzaville	N'Djamena
Dakar ⁵	Niamey
Dakar Oceanic ²	Roberts ⁵
Johannesburg Oceanic ³	Seychelles
Kano	Tripoli ¹
Khartoum	Windhoek ⁴

1 Not applicable in Algiers and Tripoli FIRs North of latitude 30°N.

2 Not applicable in RVSM/RNP10 (EUR/SAM Corridor) airspace of Dakar Oceanic FIR.

3 Not applicable in Johannesburg Oceanic FIR South of latitude 20°S

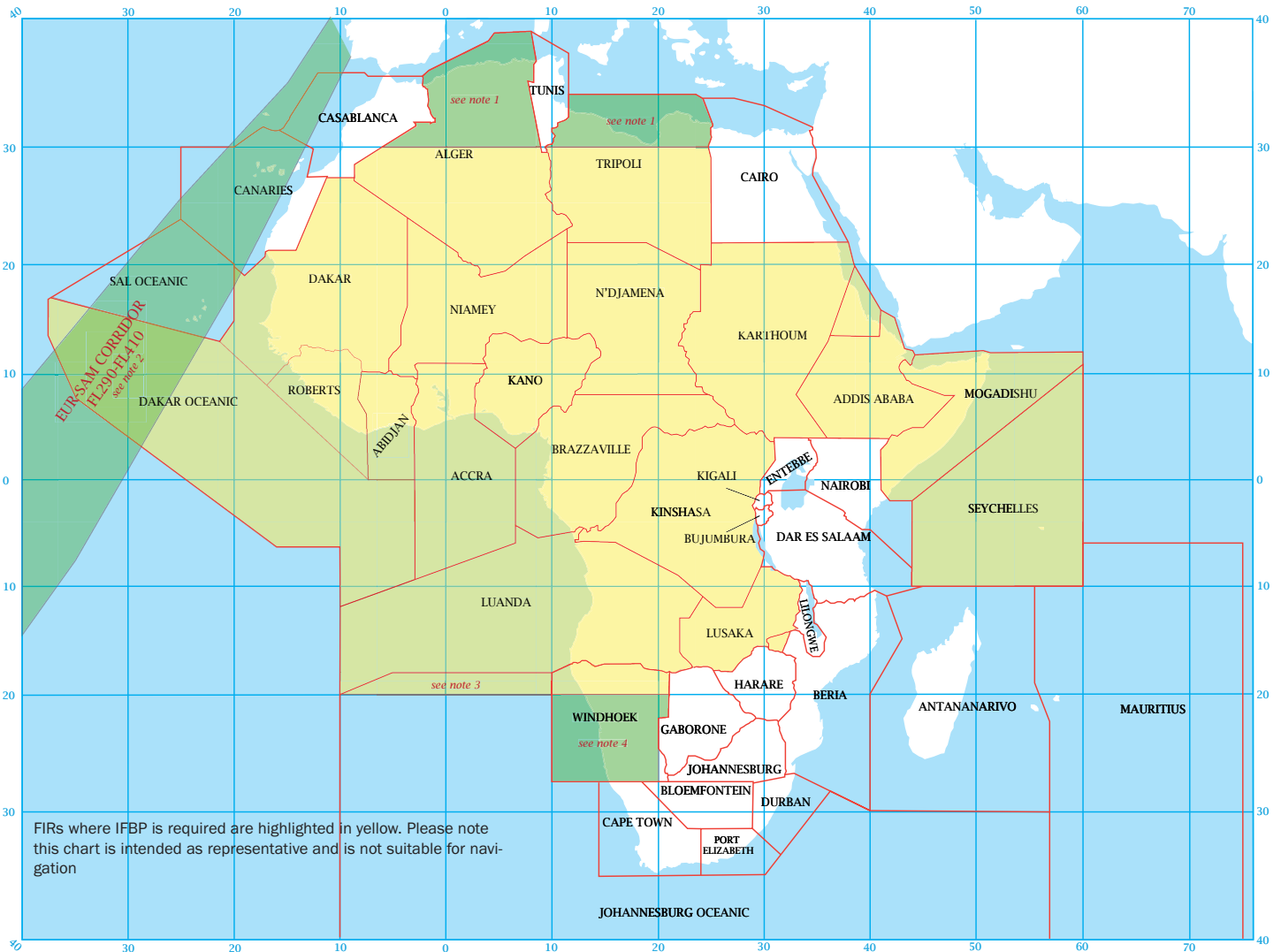
4 Not applicable in Windhoek FIR South of latitude 20°S

5 Mobile communications have been improved in Accra, Addis Ababa, Dakar and Roberts FIRs. However these FIRs are maintained in IFBP area of applicability to accommodate users' requirement for linear boundaries.

The In-Flight Broadcast Procedure need not be applied in the following FIRs:

Antananarivo	Gaborone
Beira	Harare
Bujumbura ⁶	Johannesburg
Cairo	Lilongwe
Canaries	Kigali ⁶
Cape Town	Mauritius
Casablanca	Nairobi
Dar es Salaam	Sal Oceanic
Entebbe	Tunis

6 Kigali and Bujumbura delegated airspace to Dar es Salaam FIR



Designated frequency in AFI

In the AFI Region the designated frequency for the IFBP is 126.9 MHz.

Listening Watch

A listening watch should be maintained on the designated frequency from 10 minutes before entering the designated airspace until leaving this airspace. For an aircraft taking off from an aerodrome located within the designated airspace, the listening watch should start as soon as appropriate and be maintained until leaving the airspace.

Broadcast Guidance

A broadcast should be clearly pronounced in English:

- ▶ 10 minutes before entering the designated airspace or, for a pilot taking off from an aerodrome located within the lateral limits of the designated airspace, as soon as appropriate;
- ▶ 10 minutes prior to crossing a reporting point;
- ▶ 10 minutes prior to crossing or joining an ATS route;
- ▶ at 20 minute intervals between distant reporting points;
- ▶ two to five minutes, where possible, before a change in flight level;
- ▶ at the time of a change in flight level;
- ▶ at any other time considered necessary by the pilot in command; and
- ▶ in the interest of reducing congestion on the IFBP frequency, pilots may exercise discretion to omit closely spaced repetitive IFBP reports.

Operating Procedures

Changes of cruising level

Changes of Cruising Level are considered necessary by pilots to avoid traffic conflicts, for weather avoidance, or for other valid operational reasons. When cruising level changes are unavoidable, all available aircraft lighting should be displayed while changing levels.

Collision avoidance

If, on receipt of traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk to his aircraft, and this cannot be achieved in accordance with the right-of-way provisions of Annex 2, he should:

- ▶ unless an alternative maneuver appears more appropriate, climb or descend 500ft;
- ▶ display all available aircraft lighting which would improve the visual detection of the aircraft;
- ▶ as soon as possible reply to the broadcast advising action being taken;
- ▶ notify the action taken on the appropriate ATS frequency; and
- ▶ as soon as situation has been rectified, resume normal flight level, notifying the action on the appropriate ATS frequency.

Note: It is important not to confuse the above procedure with avoidance manoeuvres initiated with TCAS TA/RAs. At all times pilots should follow the TCAS guidance.

Use of TCAS

In accordance with ICAO Regional Supplementary Procedures (Doc 7030), ACAS II shall be carried and operated in the AFI Region by all civil fixed-wing turbine aircraft having a maximum take-off mass exceeding 5,700 kg or maximum approved passenger seating configuration of more than 19.

IATA therefore promotes the use of a working TCAS for aircraft when operating within the AFI Region; and pilots shall select TA/RA mode at maximum range. Pilots shall ensure operation of transponders even when outside radar coverage in order to enable TCAS equipped aircraft to identify conflicting traffic.

Operation of transponders

Pilots shall ensure that transponder procedures as contained in ICAO PANS OPS Doc 8168 are complied with and in the absence of other directions from ATC, operate the transponder on Mode A and C Code 2000.

Use of SLOP

SLOP is promoted in AFI region (for more information concerning SLOP see 11ATSBL02 – Strategic Lateral Offset Procedures).

Normal position reporting procedures

Normal position reporting procedures should be continued at all times, regardless of any action taken to initiate or acknowledge a traffic information broadcast.

Enforcement

IATA has requested that all airlines operating in the AFI region ensure that their air crews are fully briefed on the procedure and area of application described and that their charts and flight documentation are fully amended and up to date. If you encounter problems with a lack of implementation of the procedure please report it to IFALPA so that we may advise IATA of the issues.

Special Note

Attention is drawn to the fact that during the Hajj Pilgrimage period the number of east-west flights in the North-Central part of the AFI Region increases dramatically and with it the risk of ATS incidents and the importance of the In-Flight Broadcast Procedure.

Additional Information

The following IFALPA publications provide further information relevant to this Bulletin:

09ATSBL01 – RVSM in Africa

11ATSBL02 – Strategic Lateral Offset Procedure